**2024 VSCDA Sprite Midget Race Series Rules and Regulations**

**(Revision 6/23/24)**

I***. Objective:*** Increase numbers for Racing Spridgets @ VSCDA Events by having:

A. More cars, which, will allow more wheel to wheel racing safely within Spridget Classes (with classes for various levels of preparation).

B. Continued tradition established by Thickos through camaraderie and group get together (cook out lunch Saturday and Sunday, British Pub Saturday evening when a 3 day race weekend along with technical and moral support through group).

C. Series Points developed from Earlier Vintage Vee model. Including durability (laps completed) from 1st Sprint Race, Fastest time from 1st Qualification Race and Position for Spridget Race in a best 2 out of 4 race weekends identified in series.

D. To embrace vintage sports car racing philosophy and etiquette of VSCDA’s Driver Policy with an emphasis on Safety.

E. Encourage street Austin Healeys & MGs as spectators by offering special parking near our Spridget Compound inviting them to join in the fun and encourage track touring session and assisting as crew.

Note: Revisions to this document will be highlighted in yellow so changes from previous documents can be seen more easily. Date of revision will be listed at top of document.

***II. VSCDA Sprite Midget Point Races*** 2024:

A. Gingerman May 4 & 5 – (May 2&3 Driver School)

B. Blackhawk Classic June 14-16

C. Grattan Grand Finale August 9-11

***III. Racing Classes per VSCDA / SCCA (1972 Classifications Guidelines for Points and Awards)*** Revamp with 1972 GCR / PCS Focus. Our intent is to have anyone interested in racing a Vintage Spridget to join us. This is a double edge sword since an individual may have their own personal opinion of why they think they should or should not be in a certain class. Vintage Racing has many clubs throughout the US and Canada with different criteria than ours. We have 3 levels within 3 classes that should allow anyone interested in racing to have a place to compete with other similar prepared racing Spridgets. We recognize that everyone has an opinion of what is fair, based on their logic. We have tried to make that more defined by 1972 SCCA GCR Specifications detailed, which is a VSCDA requirement. We would like to encourage placing the proper designation on your car & when you register.

***IV. SMRS 1972 SCCA GCR / PCS Highlight of Requirements***.

A. Background: VSCDA defines Regulations for Group 2 cars like our Sprites and Midgets from the VSCDA Website and updated 3/28/22 titled TECHNICAL REQUIREMENTS FOR RACE CARS:

B. VSCDA - SCCA 1967 General Competition Rules Appendix A/Article. Production Category Sports Cars (w/PCS sheets) and after review, 1972 and prior cars homologated to similar regulations published by FIA and some other sanctioning bodies.

C. Objective: Now that we have a copy of SCCA’s 1972 GCR /PCS rev 1/73 we actually have facts on what was required then vs what we heard or thought it might be. This document is available to anyone that would like an electronic copy. The goal for this document is to highlight requirements as of 1972 GCR that would impact Square Body Sprites and Midgets on common areas of misunderstanding. For the sake of commonality and consensus within our group Mk1 Bug Eyes will also follow 1972 GCR requirements, which is consistent with VSCDA requirements.

D. 1972 SCCA GCR Highlights (the following highlights are for those wanting to run in ERA Correct 2E Bug Eye or 2D Square Body class). Comments are in ( ) for clarification:

a. Interior:

i. Instrument panel (maybe altered if weight is not reduced see GCR)

ii. Interior trim – Removal of interior trim except door panels

iii. Seats – Driver seat maybe replaced. Passenger seat maybe removed.

b. Exterior:

i. Grills may not be removed

ii. Front signal light, lenses, bulbs must be removed and opening can be used for venting brakes with maximum ¼ in wire mesh

iii. Headlight openings must be covered if not used for ducting air and must be metal, fiberglass etc.

iv. Spoilers are permissible, but minimal (see additional details 1972 GCR)

v. Fenders maybe altered only to provide for tire clearance, provided that the fender opening profile, viewed from the side of the automobile is not changed. vi. Safety fuel tanks must be place close to original position.

c. Tires, Wheels, Suspension:

i. Wheels maybe 1.5 inches wider than specified. Wheels may not exceed +/- 2 inches track dimension. Center lock wheels and hubs is permitted within this track restriction (wire wheel condition), (square bodied cars in the later years had 4.5 inch wide rims so up to 6 inch wide rim is possible)

d. Engine Compartment:

i. Battery – make or size of battery provided its voltage and location remains unchanged

ii. Generator / Alternator – Standard maybe replaced with generator or alternator of different make or size as long as location and drive are the same. iii. Velocity stack and or cold air box maybe used

iv. Transmission / Rear Axle – ratios as specified by SCCA (PCS) Straight Cut Close Ratio accepted with designated ratios (these ratios were BMC’s Straight Cut Close Ratios)

1972 SCCA Highlights:

|  |  |  |  |
| --- | --- | --- | --- |
| SCCA Class | HP 948  (VSCDA 2E) | GP 1098 | FP 1275  (VSCDA 2D) |
| Carburation | 2 X 1.25 SUs | 2 X 1.25 SUs | 2 X 1.25 SUs |
| Front Brakes | 8.2 in dia solid disc | 8.2 in dia solid disc | 8.2 in dia solid disc |
| Rear Brakes | 7 inch drum | 7 inch drum | 7 inch drum |

Additional details available upon request through scanned copies of 1972 SCCA GCR/PCS

***V. VSCDA has exceptions that override SCCA 1972 GCR/PCS requirements, which can be implemented:***

A. Page 6 VSCDA “Maximum overbore 0.060”, standard stroke”

B. Page 6 VSCDA “Weight on PCS, minus 5% tolerance” (these weights are found in VSCDA GCR section of Website)

C. Page 8 VSCDA “Roller rockers are permitted”

D. Page 9 VSCDA “Electronic ignitions triggered from the distributor are allowed. The make of the distributor is free, provided installation does not require any modifications to the engine. Crankshaft triggering is specifically prohibited.”

E. Tire Specification requirement per VSCDA 8/1/2020: Group 2: Vintage Production Production cars: Avon: CR6ZZ, ACB9 only (ACB10 not permitted) BFG: G-Force Sport Dunlop: L or M-series; Formula Ford (9092) Falken: RT615K Goodyear: Vintage Blue streak, as appropriate Hankook: Z212, Z213 Hoosier: Street TD, TD S, Vintage TD, VFF, Speedster, Super Chain Link Kumho: V700 Nitto: NT-01 Toyo: Proxes RA1, R888, R888R Vredestein: Sprint Classic, Sportrac 5 Yokohama: A008R, A032R Minimum marked aspect ratio of 60, tread depth must have 2/32" remaining at all times. Certain unlisted tires MAY be allowed on a case by case basis. All exceptions must be pre-approved, noted in logbook and will only be considered in special cases.

G. Mod 1 & Mod 2 Specifications:

a. If you do not comply with 1972 SCCA GCR and or PCS than you are not in 2E or 2D classification and will be placed in Mod 1 or 2 classification.

b. I was not able to transfer the Mod 1 & 2 section into this document (please see that VSCDA chart on Page 7 under Group 2 MOD Preparation.

The above SMRS requirements were prepared in 2017 by Stan Mason and approved by (Buzz Merchlewitz, Thad Evans, John Deikis and Doug Bruce). Since that time additional items have been added for more clarity. A check off list is also available from Stan Mason for assisting with classifying your car by yourself. If you are new to our group please request the check off list you can fill out and return to Stan Mason.

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| VSCDA Sprite / Midget Minimum Weight Requirement weight in pounds (all fluids and without gas)  (reference 6.25 lbs. per gallon of gasoline at 72 degrees F) |
| |  |  |  |  |  | | --- | --- | --- | --- | --- | | Model / Sanction | SCCA | VSCDA (2E/2D)Production 95% | VSCDA Mod 1  90% | VSCDA Mod 2  85% | | Bug Eye | 1408 | 1338 | 1267 | 1197 | | Square Body | 1478 | 1404 | 1330 | 1256 | |

Overall macro summary of differences in Spridget classifications for guidelines:

|  |  |
| --- | --- |
| **Sprite Mk1 (Bug Eye)**  **or base chassis for specialty Sprites** | **Sprite Mk2-5/ Midget Mk1-4 (Square Body)**  **or base chassis for specialty Sprites 1275** |
| 2E = VSCDA ERA Correct Production Sports Car, 1972 SCCA GCR/PCS compliant, 948 Block, <996cc, steel body car, door panels, lever shocks, 2x1.25 SUs | 2D = VSCDA ERA Correct Production Sports Car, 1972 SCCA GCR/PCS compliant, 1275 Block, <1326cc, steel body car, door panels, lever shocks, 2x1.25 SUs |
| 2M1 = Steel body car, 1275 block, <1326cc Weber or other non-stock carb, stock brakes per 1972 GCR, rear tube shocks only | 2M1 = Steel body car, 1275 block, <1326cc Weber or other non-stock carb, stock brakes per 1972 GCR, rear tube shocks only |
| 2M2 = Same as 2M1 including fiberglass body parts, rear disc brakes, tubular shocks, alloy head, A-Arm shock support, Dog Box Transmission | 2M2 = Same as 2M1 including fiberglass body parts, rear disc brakes, tubular shocks, alloy head, A-Arm shock support, Dog Box Transmission |
|  | **Sprite Mk2-5/ Midget Mk1-4 (Square Body)**  **or base chassis for specialty Sprites 1098** |
|  | 1098 = Same as above, but with 1098 +.060 |
| **GT/ Prototype** | **GT/ Prototype** |
| 2UP = GT / Prototype Class including Speedwell, WSM (Period Fiberglass Bodies) with<1100cc engine, rear disc brakes. No weight requirement. | 2UP = GT / Prototype Class including Speedwell, WSM, Arkley (Period Fiberglass Bodies) with<1100cc engine, rear disc brakes. No weight requirement. |
| 2OP = Same as 2UP with 1275cc Block, <1383cc, no weight requirement | 2OP = Same as 2UP with 1275cc Block, <1383cc, no weight requirement |

***VI. Race Series Points 2024 awarded*** from accumulation of 2 of the 3 designated races of Gingerman, Black Hawk Farms, and Grattan.

A. 1st Sprint Race (Durability Points per class) represent 1/3 of total points during race weekend. The First Sprint Race is usually held on Saturday (maximum 8 points). If a racer completes less than the most completed laps available by a similar class racer the results will be based on a percentage of that 8 points rounded up. These points reward endurance. If the class session has less than 8 laps and a competitor completed all laps available they will be awarded 8 points.

B. 1st Qualification (Fastest Time per class): Points are awarded per C below except based on fastest time.

C. Sprite Midget Exclusive Race (Finishing Position per class): Points are awarded based on finishing position. First (8 points), Second (7), Third (6), Fourth (5), Fifth (4), Sixth (3), Seventh (2) & all other finishers (1). If there are more than 8 racers in class the minimum points awarded are 1.

D. A racer can accumulate up to 16 points for Qualification and Sprint Race along with additional points for the Feature Race or Exclusive Sprite Midget Race. The maximum points awarded per race weekend would be 24. The maximum accumulated in the best 2 out of 3 series would be 48 points.

E. A driver will not receive points for a session in which they were involved in an on track incident resulting in a disciplinary action from the VSCDA Drivers Committee.

F. If a driver enters all 4 eligible race weekends he or she can throw out the worst weekends, which will allow any mechanical or other issues to be discounted. Final results will be tallied from the 2 weekends with the most accumulated points unless otherwise notified by racer.

G. An overall winner will be selected regardless of class based on a perfect score of 48 points from 2 race weekends. If more than one racer has highest points accumulated it will be considered an overall winner tie.

H. Awards will be presented at Grattan per the above Class Categories at the end of the last Group 2 race.

I. These awards are in the spirit of Vintage Sports Car Philosophy recognizing fun and durability by completing the most laps per race weekend contributing 1/3 of total available.

***V. Race Series Special Awards*** (these awards will be determined by drivers and crew and awarded with end of season awards):

**A. Gary Kropf Spirit Award for Vintage Spridgets** (Traveling Large Piston Award). Criteria:

1. Fast, safe, courteous driver, (promotes the “vintage spirit”)

2. Assists others within the paddock – repairs, parts, advice. Willing to jump into help and assist other Spridget make the next session.

3. Quick to organize group activity – brats for lunch “all pork weekend”, watching other group races, from the best vantage points, coordinating seating at dinner, etc.

4. Volunteers with the VSCDA on committees, and sub-committees

**B. Jim Donato Sprite Midget Race Series Most Respected Driver Award** (Traveling Steering Wheel in a display case Award) Criteria:

1. Predictable / Trusted (uses mirrors, points faster cars by, passes safely and allows others room to pass and is always a defensive driver over winning at all cost), stays on racing line except when car failures would leave fluids on track or safety is a concern)

2. Objective: Listens to others and approaches other drivers that they may have an issue with in an open and fair way. Can sit down with any driver and feel comfortable that they did the right thing when on the track.

3. Observant: Looks forward to observe incidents and flag stations, inspects car between sessions for safety to avoid causing accidents to others on track.

4. Respectful: Avoids Red Mist, which is identified as an emotional win at all costs attitude and maintains Vintage Spirit Philosophy.

***VI. Abbreviations and clarifications:***

GCR = SCCA General Competition Rules

PCS = SCCA Production Car Specifications

ERA Correct = 1972 SCCA GCR for Group 2 Production Sports Car Class (Bug Eye & Square Body). Up until this time we have only had 1275 engines for Square Bodies. Other considerations will be made if 1098 or later 1500cc race cars join us.

M1= Modification Preparation (This class is for Spridgets more slightly modified beyond ERA correct including all Bug Eyes over 1098cc and or additional weight reductions of 10%)

M2= Modification Preparation (This identifies Spridgets more highly modified beyond M1 with more recent SCCA raced cars and or additional weight reduction of 15%)

***VII. Misc***:

This document is a “Work In Progress” and can be expected to change in the future based on understanding other Vintage Group requirements and our own consensus of what seems reasonable among our group. We are open to any thoughts of how to improve this fun Vintage Spridget Racing series. This series is for fun on and off the track. There is a class for every level of preparation. Please contact Stan Mason = StanBMason@AOL.com. This is open to anyone interested in Vintage Racing a Spridget with us and of course it includes our typical joint cookout for all attendees usually Saturday and Saturday Lunch.

***VIII. VSCDA Sprite Midget Race Series***

I will post results, updates, photos and revisions to rules through our e-mail distribution list if I have your e-mail address. There is also additional up to date details and pics on our VSCDA website under Racing Tab / Events / Sprite Midget Series. If you have friends that would be interested in being updated on this race series please let me know their E-Mail Address. VSCDA continues to do a great job promoting our series through their advertisements and exclusive races through Vintage Sports Car Publications.

A. Sprite Midget Race Series Sticker (provided by Cana and Colin Comer) and Class Letters are available for $10, Jeff Carloss has Series Posters for $10, which all go to help support the series. We will have these items available at Gingerman, Blackhawk and Grattan for anyone that is interested. The funds received from these items support our end of year awards.

B. We are always looking for sponsors. Please mention that opportunity to others you know and suppliers of parts. We are always interested in anyone that would like to fully or partially support our Series. If you would like to be more involved in our group and would like to have a special project or position please let me know. This group will only continue to be successful if we have others that are willing to contribute and lead. Thank you for your interest, support and participation, corrections and suggestions are always welcomed! Please forgive my grammar. Ask for latest revision to make sure you have the latest changes.

Stan Mason